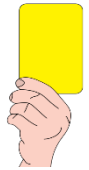


## LRAG News Update – 20 June 2023

### Meeting of Sustainable Travel Reference Group (STRG) on 21 June 2023

Late on 14<sup>th</sup> June, true to their declared commitment, Surrey CC sent drawings to STRG stakeholders, of revised plans for the whole stretch of London Road, from Aldi to beyond the York Road/Waterden Road intersection, actually right up to the top of the High Street/GLive. Also included was the design of the Dutch-style roundabout at Boxgrove.

Stakeholders were instructed: “These designs are not for sharing outside of the membership of the stakeholder group at this point”, but LLAG Chair interpreted this as allowing LLAG committee members in on the “secret”. This was on the basis that his membership of STRG was not as an individual, but as a representative, via the committee, of all of the network of residents, businesses, schools, transport providers etc, etc. For this heinous crime he was suitably admonished by SCC!



Several stakeholders at the first STRG meeting explained that knowledge of details of design and delivery plans was essential, to enable the creation of appropriate survey questioning. The email from SCC, covering the publication of these drawings, stated that “*any detailed conversations about the designs are held during the public involvement period*” and “*the reason for sharing these designs in good faith at the express request of the group, wasn’t so people can comment of (sic) the designs, but to co-produce the best way to share these proposals with the community.*”

LRAG’s opinion is that all the issues have to be defined, and solutions indicated, in order to coach the public’s understanding of the Active Travel Scheme, to enable them to reach a balanced view. Concerns aired at the public meeting on 5<sup>th</sup> January, and subsequently in writing by LLAG and several other contributors, need to be addressed in accordance with the guidance set out in Cycle Infrastructure Design, where it says: “Proposals must be clear and unambiguous, as detailed as possible, including good maps and drawings, and frank about the disadvantages, to build trust and discourage misrepresentation.”

However, **the drawings contained no dimensions**, apart from showing that the contractor’s brief was to reassess and replan carriageway widths to a minimum of 6.2 metres, not the previous assurance of 6.5 metres. A visual comparison with previous sets of drawings, which were labelled with dimensions, also seemed to contradict an earlier statement made to LLAG by the STRG Chair: “*I would remind you that we no longer propose to narrow the carriageways*”.

Hopefully, clarification of these statements, other possible misunderstandings and explanations of other novel features revealed on the drawings will enable progress at the meeting. Moving forward to develop suitable means of communicating the characteristics of the design, once a mutual understanding of objectives has been established, will be a challenge within the assigned 90 minutes as LLAG is not the only contributor.

### [LRAG Website](#)

More articles about the development of enhanced active travel facilities, from around the country, continue to appear in national and local media, some with more success than others. We continue to try and publish [a selection of these](#) on our website.